COTTAM & Co.
Ex S.S. "Formosa."
ANDERSON'S WATERPROOF CLOAKS,
CHRISTY'S TWEED CAPS,
COLLARS
(ALL SIZES AND SHAPES),
TRAVELLING TRUNKS,
&c., &c., &c.

The Hongkong Telegraph.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

ESTABLISHED 1881.

NEW SERIES No. 435 光緒二十二年七月廿六日 THURSDAY, SEPTEMBER 3, 1896. 四拜禮 號三月九英港香 THIRTY DOLLARS PER ANNUM.

Banking.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 6,000,000
RESERVE LIABILITY OF PROP'TORS...$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th August, 1896. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

Notice of Firms.

NOTICE.

I HAVE This Day commenced Business as a GENERAL COMMISSION AGENT.
W. SHEWAN.
Hongkong, 20th July, 1896. [1149

Insurances.

EMPRESS ASSURANCE CORPORATION, LIMITED.
FIRE AND MARINE.

WE have This Day been appointed AGENTS, and are prepared to accept RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896. [742

THE MANCHESTER FIRE ASSURANCE COMPANY.
ESTABLISHED A.D. 1824.

CAPITAL£2,000,000
TOTAL FUNDS AND SECURITY.....£2,480,053
NET ANNUAL FIRE PREMIA.....£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [1373

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO $833,333·33.
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 19th December, 1895. [1471

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [247

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS CONTRIBUTED during the Half-year ended 30th June, 1896, on or before the 15th September, on which date the Accounts will be CLOSED.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 25th August, 1896. [1339

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896. [821

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	*Formosa*	R. A. Peters	10 A.M., 4th Sept.	Freight or Passage.
JAPAN, &c.	*Java*	P. W. Case	About 5th Sept.	Freight or Passage. (Passing through the Inland Sea.)
SHANGHAI	*Rohilla*	———	About 6th Sept.	Freight or Passage.
LONDON, &c.	*Rosetta*	F. N. Tillard	Noon, 10th Sept.	See Special Advertisement.
JAPAN	*Verona*	C. H. S. Tocque, R.N.R.	Noon, 11th Sept.	Freight or Passage. (Passing through the Inland Sea.)
LONDON	*Shanghai*	J. Cowie, R.N.R.	About 16th Sept.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 3rd September, 1896. [431

AQUARIUS

A SPARKLING MINERAL TABLE WATER
MANUFACTURED FROM
PURE TREBLE DISTILLED WATER.

TRADE MARK. LAVINO-VERITAS. *ESTD. 1864.*

TELEPHONE—75.

"The latest thing in Mineral Waters that we have happened upon is AQUARIUS. We have tried it plain, and tried it with Whisky and have nothing but good to say of it."—"MAN OF THE WORLD."

CALDBECK, MACGREGOR & Co.,
GENERAL MANAGERS,
THE AQUARIUS COMPANY.
15, Queen's Road.
Hongkong, 25th August, 1896. 39

RAINIER BEER.

THE famous Malt Tonic and Drink. Try it once and you will order it again. One trial will convince you of its merits. Do not confuse it with cheap and abominable stuffs.

SEATTLE BREWING AND MALTING Co.,
HONGKONG BRANCH,
ICE HOUSE LANE.
F. BISHOP, Acting Manager.
Hongkong, 1st September, 1896. [1576

THE PHARMACY.

TANSAN, TANSAN,
TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
605]

MONTHLY RATES FOR
MEALS
AT H.K. HOTEL.

BREAKFAST	$12.00
TIFFIN	15.00
DINNER	20.00
ALL 3 MEALS	42.50

THE "BUGLE" BRAND.
BASS' PALE ALE,
GUINNESS' EXTRA STOUT,
BOTTLED BY
M. B. FOSTER & SONS, LTD.
The Largest Shippers of BASS' BEER in the World.
L. C. & Co. are now introducing to this Market two brands of first class Whisky, which they advise all connoisseurs to try.
THE N. B. WHISKY,
This is a Splendid Blend, mellow and smooth,
10 YEARS OLD—Price per Dozen...$12.
LONG JOHN WHISKY,
THE "DEW OF BEN NEVIS"
from the Far Famed Distillery at Fort William,
5 YEARS IN WOOD—Price per Dozen...$14.
LANE, CRAWFORD & CO.
Hongkong, 17th August, 1896. [273

W. POWELL & CO.

NEW LACES.
NEW MILLINERY.
NEW RIBBONS.
W. POWELL & CO.
Hongkong, 22nd August, 1896. [1084

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

THE ONLY GOLD MEDAL AWARDED TO THE ASBESTOS TRADE WAS OBTAINED BY BELL'S ASBESTOS CO.

THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.

ENGINE AND CYLINDER OILS ABSOLUTELY UNBEATABLE IN QUALITY AND PRICE.

ASBESTOS IN EVERY FORM FOR FILTERS, CHEMICAL PUMPS, &c.

W. JACKSON,
Manager.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT.....THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.
1030]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B: C. Code. | TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 29th July, 1896. [28

W. BREWER & CO.

JUST—LANDED—NEW STOCK.

BOOTS and SHOES. TOURIST WRITING CASES.
POCKET BOOKS. CARD CASES, &c.
TENNIS POLES and NETS. TENNIS RACQUETS.
TENNIS BALLS. TENNIS SHOES.
CRICKET, BATS, BALLS, STUMPS, &c., &c.
NAVY CUT TOBACCO. ENCHANTRESS EGYPTIAN CIGARETTES.



TRADE MARK.
Hong Name:—
YUEN WO.
TELEPHONE, No. 135.

BLACKBERRY BRANDY,

A DELICIOUS RICH LIQUEUR.

PER BOTTLE...$2.50. HALF-BOTTLE...$1.25.

ORANGE GIN.

PER BOTTLE...75 CENTS.

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 19, QUEEN'S ROAD CENTRAL.
Hongkong, 31st August, 1896. [430

THE HONGKONG BUTCHERY.

VEAL SAUSAGES.

25 CENTS PER POUND.

J. TATAM,
PROPRIETOR.
Hongkong, 1st September, 1895. [49

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints$35 per case.
do 1 " quarts$33 "

SHEWAN & Co.,
Agents.
Hongkong, 9th June, 1896. [809

Intimations.

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT PETROLEUM ENGINES

GOLDEN MEDAL

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.
SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NOISELESS.



SMOKELESS.

477] NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

R. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [180

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Hall, will be despatched for the above Ports TO-MORROW, the 4th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 3rd September, 1896. [1386

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"TSINAN,"

Captain Moore, will be despatched as above on TUESDAY, the 8th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd September, 1896. [1388

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"

Captain Hannah, will be despatched as above on MONDAY, the 14th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd September, 1896. [1350

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"IXION,"

Captain Nish, will be despatched as above on on SATURDAY, the 19th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd September, 1896. [1389

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain Dickens, will be despatched as above on MONDAY, the 21st instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd September, 1896. [1390

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA,"

FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Italy, *ex* S.S. *Clyde*.
From Madras, *ex* S.S. *Secundra*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 10th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 3rd September, 1896. [431

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"MEDUSA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 10th instant or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Bills of Lading will be countersigned by
SANDER & Co.,
Agents.
Hongkong, 3rd September, 1896. [1241

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"KEEMUN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 10th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 10th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 3rd September, 1896. [1387

To-day's Advertisements.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS.

FRIDAY AND SATURDAY,
4th and 5th September, at 4 P.M.

ADMISSION for NON-MEMBERS, Each Day, 50 Cents, Children half-price.
W. ARMSTRONG,
Hon. Secretary.
Hongkong, 3rd September, 1896. [1382

NEW VICTORIA HOTEL.

ROTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

MADAR & FARMER,
Proprietors.
Hongkong, 3rd September, 1896. [1384

THE IMPERIAL
CHING LING FOO TROUPE
OF
WONDER WORKERS.
ARE PREPARED TO GIVE
SHORT PERFORMANCES
AT
HOTELS, CLUBS, OR PRIVATE HOUSES
AT
REASONABLE RATES.
Address
CHING LING FOO,
No. 9, Chinese Street,
2nd Floor.
Hongkong, 3rd September, 1896. [1383

WANTED.

EMPLOYMENT by a YOUNG MAN who is a GOOD PENMAN and COMPETENT BOOK-KEEPER. Would prefer Outdoor Employment such as Boarding Vessels for a Firm or for Hotels, or travelling in the interest of a Firm or Firms.

Advertiser will be glad to call on anyone signifying their wishes to
W. P.,
c/o *Hongkong Telegraph* Office.
Hongkong, 3rd September, 1896. [1385

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

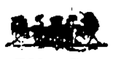
DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896. [427

A. S. WATSON & CO., LIMITED.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And, all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
LITHIA WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 4th July, 1896. [

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 3, 1896.

NOTES AND COMMENTS.

The trouble, crisis, or whatever it was in Manila that led the British Consul to wire to Hongkong for a gunboat appears to have been merely a "storm in a tea-cup." The Chief Manager of the Hongkong and Shanghai Bank has kindly informed us that since the day before yesterday he has received no further news from Manila, and as our correspondent, to whom we wired yesterday, requesting him to telegraph developments, has not deemed it necessary to put us to the expense of paying for messages at the rate of 90 cents per word, we think it fair to assume that the trouble has blown over and that, serious as it may have at first appeared, the machinery of the government in the Philippines has been sufficiently powerful to nip it in the bud. We have yet to learn what the trouble was about, who is to blame for any collision that may have occurred between the Spanish troops and the people, and what the real object of the revolt—assuming for the sake of argument that a revolution broke out in the capital of the Philippines a few days ago—was. That there have been arrests of members of the Hispano-Filipino Club there seems no doubt, but whether the delinquents were guilty of treason and were actually engaged in a movement having for its object the overthrow of the Government we have yet to learn, and in the meantime must decline to give credence to the sensational stories that have been current during the week. As soon as we are in a position to sift the wheat from the tares and state facts we shall do so, giving both sides of whatever questions may be at issue as between the governing and the governed in the Philippines.

* * *

Not wholly unexpectedly, yet sooner, perhaps, than might reasonably have been anticipated, the Marquis ITO, Minister President of State, has resigned and has been succeeded by Count KURODA, who also holds office in the Japanese ministry as President of the Privy Council. Curiously enough, the latest files of Yokohama papers do not mention Count KURODA as the most likely successor to Count ITO, who has long desired to resign. But he has "got there" and will doubtless invite members of the Progressive Party (the *Shimpo-to*) to man the ship of state. Count KURODA, if we mistake not, is a man renowned for his energy, ability, literary attainments, and wide knowledge of the domestic and foreign affairs of the island empire, and a few years ago went on a special mission to China. He had, if we remember rightly, a long talk with LI HUNG-CHANG, and after visiting the Celestial capital returned to Japan *vid* Shanghai. From all we can gather, there appears to be reason to hope that Count KURODA will prove himself a worthy successor to the distinguished Marquis who has done so much for his country and whose magnificent services in the wide field of diplomacy will doubtless be duly recognised by the august Ruler and by the bright people of the "Britain of the East."

* * *

Reuter reports that Prince LOBANOFF, the TSAR'S Foreign Minister, has passed away and that "the general opinion is that his successful policy should be continued." If Reuter supposed for one moment that the foreign policy of Russia would be changed in the smallest degree owing to the death of the distinguished diplomatist he was greatly mistaken. The secret of Russia's success is to be found in the fact that she has a fixed policy, that she never allows anything (no matter how tempting the bait) to cause her to swerve from the course set by PETER THE GREAT, and that no matter how many Ministers of State die, or how suddenly their end comes, the policy of the TSAR'S Government remains unaltered and unalterable. One object of Russian policy has been the acquisition of an ice-free port in the Pacific. Slowly, craftily, and surely she has advanced her out-posts in East Siberia until, as we know now to our cost, she obtained—without firing a shot, without losing a single soldier—the right-of-way through Manchuria for her railway, the right to use Port Arthur as a naval station, and the custody of the person of the King of Korea. Five years hence who will be able to say her nay should she be disposed to convert one of the central or southern ports of the Peninsular Kingdom into a naval station and terminus for the trans-Siberian Railway? It was not necessary for Reuter to intimate that the foreign policy of Russia will not be changed as a result of the death of Prince LOBANOFF. It was about as likely to be changed as it is that the "Unspeakable Turk"—who seems to find it a congenial pastime to slaughter Armenian men, women and children—will ever be fit to associate on a footing of equality with his Continental neighbours. He is a blot on the boasted civilization of the West that would long ago have been erased but for the jealousies of the Great Powers represented at Constantinople. The Turk is as contemptible, degraded, and revolting as the foreign policy of Russia is aggressive, selfish, and unscrupulous.

TELEGRAMS.

REUTER'S MESSAGES.

CRICKET.

LONDON, September 1st.

Mr. Ranjit Singh's season's score amounts to 2,739 runs, beating the previous record by Dr. W. G. Grace.

TURKEY AND THE POWERS.

The various Ambassadors at Constantinople refused to illuminate their Embassies in honour of the Sultan's accession.

The Ambassadors are drafting a Note to the Porte pointing out that the recent massacres were organised with the connivance of the authorities.

The excitement is subsiding.

Five thousand Armenians in all were massacred in Constantinople during the recent riots.

THE UNITED STATES AND TURKEY.

President Cleveland is sending cruisers to Turkey.

PRINCE LOBANOFF.

Prince Lobanoff died from an aneurism at a country station. It is the general opinion that his successful policy should be continued. The Tsar will continue his tour.

(From Japanese Papers.)

THE NEW COMMERCIAL TREATY.

TOKIO, August 26th.

The Treaty with China will be ratified by the Emperor to-day or to-morrow.

THE EMPRESS AND THE "ILTIS" FUND.

TOKIO, August 25th.

Her Majesty the Empress, as an expression of her deep sympathy with the relatives of the officers and men of the German gunboat *Iltis*, who were drowned off Shantung, has presented 1,000 *yen* in aid of their relief.

THE NEXT BUDGET.

TOKIO, August 25th.

The expenditure demanded by various departments of the Government for the next fiscal year amounts to over 307,000,000 *yen*, which the Finance Department wants to curtail to 270,000,000 *yen*.

THE CHARGE AGAINST ARMY OFFICERS IN FORMOSA.

TOKIO, August 25th.

General Katsura, Governor-General of Formosa, paid a visit to the Imperial Palace at 9 o'clock this morning, and made a report to the Emperor with respect to the officers in Formosa who are charged with cowardice.

THE EX-MINISTER OF FINANCE.

TOKIO, August 25th.

Viscount Watanabe, who has resigned the post of Minister for Finance, visited Marquis Ito at Oiso yesterday.

In an interview with a representative of the *Asahi Shimbun*, Viscount Watanabe refused to give his reasons for resigning, but he added that he was firmly resolved not to reconsider his decision under any circumstances. His ability, he said, was too poor to successfully manage the country's financial affairs, which had altered greatly since the war.

THE DYSENTERY EPIDEMIC.

TOKIO, August 25th.

The appropriation of 16,700 *yen* out of the 2nd Reserve Fund of the Government has been approved by the Emperor for carrying out measures for the prevention of the further spread of dysentery in Gumma and eleven other prefectures, where the disease is prevailing in a virulent form.

Mr. Goto, Director of the Sanitary Bureau, is to proceed to Gumma prefecture to-morrow to make an inspection.

THE CABINET CRISIS.

TOKIO, August 25th.

The Cabinet meeting which was to be opened to-day to consider the Budget for next year has fallen through because the Premier is away at Oiso, the Minister for Finance was absent and many other Ministers did not attend.

It is learned that Marquis Ito is resolved to resign, but has not yet sent in his resignation. He has informed his colleagues of this decision. The Premier hopes by resigning to bring about a reconciliation. The object of Count Itagaki's visit to Oiso, it is said, was to induce the Premier to reconsider his decision.

NAVAL EXTENSION.

TOKIO, August 26th.

The Budget for next year contains an item of about a hundred million *yen* for the second stage of the extension of the Navy.

GENERAL KATSURA ON THE RISINGS IN FORMOSA.

TOKIO, August 26th.

General Katsura, Governor-General of Formosa has informed a friend that the disturbance in Formosa had been prompted from the opposite shore, and it was therefore necessary for the Japanese Government to carefully watch what was being done in China in regard to Formosa. An estimate of the travelling expenses, etc. for the Commission which it is intended to send for this purpose has been embodied in the Budget for next year. The Governor-General added that he intended to proceed to Formosa in in October and would visit Fukien and Amoy next spring.

RECALLED.

TOKIO, August 26th.

Mr. Kuse Gen, 1st class Consul at Korsakoff, Saghalien, has been recalled.

A WASHINGTON APPOINTMENT.

TOKIO, August 26th.

Commander Narita Katsuro has been appointed Naval Attaché at the Legation at Washington with the extra duty of acting as overseer of any war-ships Japan may have building in American dockyards. Commander Miyaoka, the present holder of the posts, has been recalled.

THE RICE MARKET.

MIYASAKI, August 26th.

The new grain has appeared on the market and the price of rice is going down daily.

HARBOUR RECONSTRUCTION IN FORMOSA.

TOKIO, Aug. 26th.

The reconstruction of the harbours of Kelung and Takow, which it was intended to commence next year, has been postponed, on the recommendation of Professor Burton and Dr. Ishiguro, Engineers of the Home Department. They require a year to make full investigation, chiefly in studying the effects of the currents and the weather.

LOCAL AND GENERAL.

THE Russian transports *Kiev* and *Saratov* were due at Singapore from Odessa, bound for Vladivostock, on the 1st instant.

THE V. R. C. Aquatic Sports will be held to-morrow and Saturday, the 5th instant, commencing at 4 p.m. each day. *Vide* advt.

AFTER undergoing slight alterations and an overhaul in Hongkong shortly the *Rainbow* will, according to present arrangements, be sent to Singapore as Senior Officer's ship.

THE Rifle Brigade Variety Club will give an entertainment in the Gymnasium, Murray Barracks, to-night, commencing at 9 p.m., concluding with the highly amusing sketch entitled "Black Justice."

THERE is not a vestige of truth in the rumour that an old trooper will be sent out here to take the place of the *Tamar*. The alterations of the *Tamar* are proceeding steadily, but will not be completed until some time next year.

THE Secretary of the Punjom Mining Company, Limited, informs us that he has received advices from Punjom to the effect that the greater portion of the village there has been destroyed by fire. The damage sustained by the Company is slight, not exceeding two hundred dollars.

MR. G. W. SMALLEY, the New York correspondent of the *Times*, telegraphed the other day that thirty-six out of the forty-five States representing the Union have given in their adhesion to the democratic gold movement with the sole desire of defeating Mr. W. J. Bryan, the candidate selected by the Chicago Democratic Convention in the interests of the Silver Party.

WE (*Singapore Free Press*) always like to give a friendly lift to a struggling contemporary and so we quote as follows from the *Greenock Telegraph*:—"An old Glasgow newspaper man has been presented with the Sacred Order of the Gold Sleeve Link by the King of Siam for showing His Majesty round a newspaper office in Singapore. Who says journalism has not its rewards?"

THE *Rainbow*, *Pique*, and *Swift* will come to Hongkong as soon as the second part of the Admiral's programme has been completed. The *Rainbow* and *Pique* are to have some improvements made in their ventilation when they arrive here, while the funnels of the *Immortalité*, *Narcissus*, and *Undaunted* are, we hear, to be lengthened when they return to Hongkong from north this autumn.

AT the Police Court this morning P. Kennedy, a Naval Yard constable, was charged before Comdr. W. C. Hastings with stealing a silver card tray, valued at $22, the property of Mr. A. Shelton Hooper. The tray was bought for the purpose of presenting it to the Rev. St. A. Baylee, Naval Chaplain, who was about to leave for home. Mr. Shelton Hooper sent a coolie to the Naval Yard with a parcel containing the tray, and the prisoner, who was on duty at the gates, received it and signed the chit-book. He, however, failed to deliver the parcel and subsequently pawned the contents for $6. Prisoner pleaded guilty and was sentenced to three months' imprisonment.

THE sum of the national debts of Japan, at the end of June last, is stated by the *Far East* to be as follows:—

	Yen.
Consolidated Bonds	170,472,450
War Bonds	111,961,885
Pension Bonds	30,211,120
Debt for the Redemption of Paper Currency	22,000,000
Naval Bonds	16,950,000
Debt incurred in putting down the Civil Rebellion	6,000,000
Railway Bonds	6,000,000
Old Public Bonds	5,705,817
New Public Bonds	4,173,200
Total	373,439,420
New Public (foreign) Bonds	1,203,408
Grand Total	374,942,880

The Foreign Bonds are reckoned at the rate of *yen* 4.88 per pound sterling. By this we see that the sum exceeds that of the same date last year by *yen* 43,426,541.

THIS *re* Langkat oil should interest shareholders in the Sumatra-Shanghai Tobacco Company:—Besides the Royal Petroleum Company, several other oil ventures have been started in Langkat. The Sumatra-Shanghai Tobacco Company has successfully sunk borings at Bulu Telang, and pipes have been laid from there to the neighbouring port of Tanjong Pura, where refinery works will be set up to deal with the raw oil. This Company works with its own funds, and has made no appeal to the money market. On the Lepan river to the north, where the Royal Company has a concession, there are two more concessions. One of them is at Pelawi Lepan, and belongs to Mr. Cappon. Borings are going on there with hopes of success. The other concession is in the hands of the Bombay-Burma Trading Company; and a large well has already been sunk there. The ground lies on the right bank of the Lepan river, above the holding of the Royal Company. The Bombay-Burma Company intends to lay thirteen miles of piping to the Gebang river, where refineries will be established. On the Augustburg estate, held by Huttenbach & Co., in Lower Langkat, a well has been sunk. It had reached a depth of 250 feet on the 1st ult., but so far without finding oil. The *Deli Courant*, from which the *Straits Times* obtained this information, says that each company seeks its own way for shipments of oil, and that the four rivers of Langkat will be utilised for the purpose.

MEMORANDA.

TO-DAY,—3rd September.
9 p.m.—Entertainment at the Gymnasium, Murray Barracks.

TO-MORROW,—4th September.
4.30 p.m.—V. R. C. Aquatic Sports.

SATURDAY,—5th September.
American mail due.
4.30 p.m.—V. R. C. Aquatic Sports.

SUNDAY,—6th September.
English mail due.

THE *Meanee*, which got into difficulties during the typhoon of 29th July, has not yet been repaired and it is possible the Military Authorities, in whose custody she is, are waiting until some legal claims, arising out of collisions, are settled before having her made just "as you was."

A *New York Journal* cable of 25th July from Berlin says:—Fredrich Shroeder, General Manager of the German East African Plantage Company, has been arrested and sent in irons to Tonga. His arrest followed a series of cruelties much like those committed by Peters. Shroeder's "specialty" was to crush negroes' hands under a copying press and compel them to stand so imprisoned from morning till night in the broiling sun. Later intelligence is to the effect that Shroeder has been sentenced to ten years' penal servitude.

THE other day, the *Times of Ceylon*, under the impression that a jury had given a wrong verdict in a recent criminal case at Colombo, held up the jury to scorn by publishing their names with depreciatory comments. The result was that the Chief Justice of Ceylon, Sir W. Bonser, issued a rule against the proprietors of that journal for having committed a contempt of Court by these remarks. On the 14th ultimo, the senior Editor of the *Times of Ceylon*, appeared in Court, in answer to the rule, and pleaded that, in thus adversely criticising the jury, he had no idea of committing contempt of Court. He also pleaded that he published the comments under the belief that he was keeping within the limits of legitimate criticism, and ended by tendering an apology for the contempt. The Chief Justice accepted the apology and discharged the defendant.

MR. LAURIER, Canada's new Premier, has formed his Ministry as follows:—

President of the Council—Hon. Wilfrid Laurier.
Minister of Trade and Commerce—Sir Richard Cartwright.
Minister of Justice—Sir Oliver Mowat.
Minister of Finance—Premier Fielding.
Minister of Militia—Dr. Borden.
Minister of Marine and Fisheries—L. H. Davies.
Minister of Public Works—J. I. Tarte.
Minister of Railways and Canals—G. H. Blair.
Minister of Agriculture—Sydney Fisher.
Postmaster-General—W. Mulock.
Secretary of State—R. W. Scott.
Solicitor-General—Chas. Fitzpatrick.
Without portfolio—C. A. Geoffrion.
" " —R. R. Dobell.

The above (says the Victoria, B.C., *Province*) Cabinet has been qualified as the strongest Canada has ever had, and, be this as it may, the fact that Mr. Laurier had to assign to such men as Sir Henry Joly de Lotbinière and Mr. Wm. Paterson the subordinate positions of Controllers of Customs and Inland Revenue, respectively, affords undoubted evidence of his *embarras de richesses* in the matter of Ministers.

AMONG other correspondence which I have received on the 4th Hussars case I am, writes Mr. Labouchere in *Truth*, much impressed by an anonymous communication, emanating, I suspect, from a German officer. "If," says the writer, "the much abused system of duelling were in force in the British Army, you would hear nothing of such detestable outrages as were perpetrated on Mr. Hodge, or the insolent boycotting applied to Mr. Bruce. A man does not lay himself out in cold blood to insult another against whom he has no personal grudge, when he knows that the first result will be that he will have to make himself a target for the other man to shoot at from a distance of a few paces. Your bully is always a coward; and as far as I can make out had duelling been in fashion in the 4th Hussars, the gang in that regiment who had made Army life intolerable for their juniors would either have avoided such offensive conduct, or would by this time have all been in their graves." Should Lord Wolseley see no other way of putting a stop to organised bullying, he might do worse than turn his attention to these remarks instead of going out of his way to cast a slur on the magnificent army in India that has always given a good account of itself whenever called on to face the foes of the Queen-Empress.

MAGISTRATE (severely): "Horse-whipping is the only suitable punishment for you and your kind. The idea of a man of your size beating a poor, weak woman like that. *Prisoner!* "But, your worship, she keeps irritating me all the time." *Magistrate*: "How does she irritate you?" *Prisoner*: "Why she keeps saying, 'Hit me, beat me, I dare you to hit me.' Just hit me once, and I'll have you hauled up before that bald-headed old reprobate of a magistrate, and see what he'll do with you!" *Magistrate* (choking): "Discharged!"

AN Englishman named Bashford, correspondent of the *Daily Telegraph*, London, while sending a message to his paper, thought the telegraph operator was taking things too easy, and rapped him lightly over the hand saying, "Hurry up now, hurry up!" Bashford was not very popular at the telegraph office, and the operator made a complaint. Bashford knew what was coming; he begged the Postmaster-General to prevail upon the operator to withdraw his charge, and von Stephan consented, upon Bashford's paying $25 into the Post-Office Pension Fund. But the whole German press has gone wild over the affair, and demands that Bashford be punished with imprisonment, like the American Stern, who was made to pay $200,000 bail. Von Stephan, however, thinks $25 is just as hard to part with for a poor newspaper correspondent as $20,000 for a millionaire, and refused to alter his decision.

ENGLAND (WITH INDIA) V. AUSTRALIA.

THE following tribute to the abilities of Ranjitsinhji, who has eclipsed the great "W. G.'s" feats with the willow, appears in a home paper:—

When England has to go to war
To smash a foe's resistance,
She finds it easier to score
With India's assistance.
So in the battle lately played,
It cannot well be doubted,
Without her Indian Prince's aid
She direly had been routed.
For it had been a sorry game
Without those runs of Ranji's;
And Father Thames was glad to claim
His tributary Ganges.
But had good Ranji been a pro.,
His pay would England grudge it?
Not e'en the Treasury would throw
That on the Indian Budget!

ADVANCE MAIL NEWS.

(A week later than by the last French Mail.)

LONDON, August 3rd.

Herr Andree, the Swedish aeronaut, has filled his balloon, and with his companion has left the north-west corner of Spitzbergen on his way to the North Pole.

At a meeting of the members of the Empire Club to-day a resolution was passed deeply regretting the "injurious testimony" given by Lord Wolseley, the British Commander-in-Chief, before the Royal Commission on Indian Finance, to the effect that the native army is inferior.

The Superior Council of the Congo Free State at Brussels, is hearing the appeal against the decision of the Court at Boma, acquitting Major Lothaire of the murder of Mr. Stokes, the English ex-missionary and trader, who was summarily executed by order of the Major. Lord Vaux, on behalf of Great Britain, supports the appeal against the acquittal of Major Lothaire.

A great fire has been raging for two days in Libau, the Russian port on the Baltic. A large part of the town has been destroyed. The damage caused by the fire is estimated at 500,000 roubles.

The natives in Abyssinia have pillaged a caravan conveying food supplies, &c., for the Italian prisoners, and compelled it to return to Gibutil.

The International Congress of Socialist Workers, which has been holding its sittings in London, has passed resolutions demanding the nationalisation of collieries, railways and factories.

Mr. John Burns, M.P., for Battersea, the socialist leader, describes the congress as "a ghastly failure."

Great heat prevails on the Continent, and numerous deaths from sunstroke are reported At Konigsberg, in Prussia, as many as 80 deaths occurred in one day.

Heavy rain has fallen at Kosheh, in the Soudan. It was the first rain for nine years The wells were filled. Steamers are now enabled to pass over the second cataract of the Nile. The dervishes are fortifying Kerman.

The Spanish Government has failed to purchase two warships at Genoa from the Italian Government, and is now negotiating for the building of new warships on the Clyde.

August 4th.

In a further series of the cycling matches of England against Australia the one mile resulted in E. E. Parlby (Surrey, B. C.) securing first place, Payne (N.S.W.) third place, Megson (N.S.W.) fifth, and Lewis (N.S.W.) sixth, The time for the race was 2 minutes 54 seconds. In a second contest, over a distance of five miles, the riders finished in the same order as in the one mile, and the victory was an easy one. The time was 14 minutes 30 seconds.

The Right Hon. Wm. L. Jackson, M.P., for North Leeds, who was Chief Secretary for Ireland in Lord Salisbury's second Ministry, has been offered the position of President of the Parliamentary Committee of Inquiry into the circumstances and origin of the Jameson raid into the Transvaal.

Greece, yielding to the representations of the Powers, has stopped the supply of arms and ammunition from Athens for Cretans.

The *Times* this morning contains the report of an interview with Li Hung-Chang, the Chinese Viceroy, who recently arrived in London from the Continent. In the course of the interview the Chinese Viceroy is reported to have said that his Government desired that Great Britain would concede to China the right to impose heavier import duties at the treaty ports. The value of silver, he pointed out, had been reduced by one half since the agreement had been entered into between Great Britain and China regarding the question of duties. A large proportion of the increased revenue derivable from an increase in the duties would be expended in the purchase of stores for warlike purposes, and in the reorganisation of the army and the navy, as well as in the building of warships in England on the lines of the vessels in the British navy. The new warships would be manned by English officers. Li Hung-chang added that during his visit to the Continent he had signed a contract in France for the supply of rifles for the Chinese army, and had also signed a contract in Germany for the manufacture of artillery. The Chinese Viceroy expressed his surprise at the sympathy shown by England towards Japan.

Unless, by to-morrow, Jacob Gaudaur, the American oarsman, agrees to row James Stanbury, the champion sculler of the world, on the Thames, on the 7th September, the match will be declared off.

The column under Colonel Plumer has defeated 400 Matabele rebels in the Chabes Valley, Matoppo. Thirty rebels were killed.

August 6th.

An attempt has been made upon the life of Mr. T. Avery, the well-known scale-maker, of Birmingham. A bomb was placed in some goods consigned to Mr. Avery, but it fortunately missed fire. It is supposed that personal revenge was the motive which prompted the attempt.

Her Majesty the Queen intends to present medals to the islanders of Ushant, off the coast of France, for the ready manner in which they rendered assistance on the occasion of the wreck of the steamship *Drummond Castle* while on the voyage from the Cape.

The Superior Council of the Congo Free State at Brussels to-day, resumed the hearing of the appeal against the decision of the Court at Boma, acquitting Major Lothaire of the murder of Mr. Stokes, the English ex-missionary and trader, who was summarily executed by order of the Major. The appeal was dismissed.

The foreign embassies at Constantinople, have insisted that the Porte shall permit the refugees at Canea, the capital of Crete—chiefly women—to leave the island.

The Grand Duke Alexander Michael, cousin of the Czar of Russia, has been dismissed by the Czar's orders from the Ironclad in the navy on which he *was serving as an officer.*

August 7th.

The Parliamentary Select Committee appointed to inquire into the working of the British South Africa Company, and to report as to what alterations are desirable in the government of the territory under the control of the company, as well as to investigate the origin and circumstances of the incursion of Dr. Jameson's force into the Transvaal, has been appointed. The following are the members of the committee:—Sir Michael Hicks-Beach, Chancellor of the Exchequer; Mr. Sydney Buxton, M.P., late Under-Secretary for the Colonies; Mr. Chamberlain, Secretary of State for the Colonies; Sir William Harcourt, leader of the Opposition; Mr. William Lawies Jackson, M.P., formerly Chief Secretary for Ireland; Sir Richard Webster, Attorney-General; Sir H. Campbell Bannerman, M.P.; Mr. J. C. Bigham, Q.C., M.P.; the Hon. Edward Blake, M.P.; Mr. Charles A. Cripps, Q.C., M.P.; Sir W. Hart Dyke, M.P., Mr. J. E. Ellis, M.P., Mr. Henry Labouchere, M.P., Mr. John L. Wharton, M.P., Mr. George Wyndham, M.P.

The column under Colonel Plumer has dismissed Secombe's and Umlugula's impis, as well as three other impis, in the Matoppo Hills after seven hours' fighting. The ranks of the Matabele are completely broken. Major Kershaw and four sergeants were killing during the encounter, and 15 men were wounded. The loss on the side of the rebels was 300.

Inspector Llewellyn attacked the enemy in the rear and turned third flank. The Maxim guns swept the ranks of the Matabele with deadly effect.

It is reported that a party of natives, believed to have been friendly to the British in Matabeleland has deserted to the enemy in the Matoppo Hills.

The French Appeal Court has quashed the conviction of M. Arton, the banker, recently extradited from England, and sentenced in Paris to six years' imprisonment for complicity in the Panama frauds. The sentence has accordingly been annulled.

The House of Lords by a majority of 58 adopted an amendment to the Irish Land Bill moved by Viscount Templetown, by which the Land Commission is required to supply to the landlords affected its reasons for reducing rents. Lord Cloncurry also by majority of 47, carried his amendment adhering to the limit of £50 for fair rent instead of £100.

Sir J. Gordon Sprigg, the Premier of Cape Colony, in the course of an address to the electors, advocated the lowering of the duties on the necessaries of life. He said that the British constitution would last in the Cape for ages after his departure. He declared in favour of maintaining the connection with the mother in country all its strength.

REMINISCENCES OF AN OLD JOCKEY.

(Specially written for the *Hongkong Telegraph*.)

I'll tell you how I mesmerised *Minnie*. *Minnie* was not a lady but a horse, or rather a filly, and I think I succeeded in mesmerising the onlookers, as well as the mare.

Early in the sixties I was first jockey for the Hungarian Jockey Club, and my duties when at home were simply to ride and exercise for two or three hours in the early morning, after which I was finished for the day. In the afternoon I would often take a spare horse and, calling my dogs, go for a long ride about the country by myself, visiting the neighbouring villages, or go for a few miles along the beautiful Danube.

One day we had a little bay two-year-old filly, named *Minnie*, sent us to train for the Autumn Nursery, run at Pesth, the capital of Hungary, and about seven miles from "Rakos Palota," where our training establishment was situated. The house was a pretty one-storied villa, somewhat Italian in point of architecture, the whole front covered with convolvus, creeping geraniums, etc. There was a large circular lawn in front surrounded by lilac trees. At the back of these, on either side, were the stables.

The day after *Minnie's* arrival, the Trainer put one of the stable boys on her, and sent him, with two other horses, to walk round the lawn, but she was only there about two minutes before she commenced jumping and kicking to such an extent that the boy was thrown, and the filly took to her heels, racing across country, clearing every obstacle before her at a bound, till she was out of sight. The Trainer put one of the stablemen on the pony to bring her back, and he tracked her for quite four miles before he came up to her. He put the pony's reins under the stirrup leathers and turned him loose, and without much difficulty caught the mare, and led her home. The next day he put another boy on her back, but with a like result. The third day, with the best boy in the stable on her, proved no better, for she not only threw him, but went about six miles. Next day the Trainer told me at dinner that I must ride her myself. He said you can make a hack of her, ride her where you like, in fact do as you like with her, only take the devil out of her, so that she can be ridden; but mind you don't injure her.

So after dinner I mounted her, and as soon as she was on the lawn she commenced. I rode her with a slack rein, and let her amuse herself for a few minutes. I then tightened my reins, and talked to her, but it was no use, so I drove my spurs into her, which surprised her considerably, for she sprang about twenty feet, but after a few minutes of punishment (and I never struck her afterwards) she gave in, and I gave her three one mile gallops; walked her about until she was cool, and took her in. Afterwards I rode her every day by myself; and with great patience and kindness I made her do anything I asked her, either rear up, kick, lie down, or follow me loose, like a dog. I also taught her to jump off like a fifty yards' sprinter in a foot race, or stop dead, at word of command.

Well, as the season advanced I put her into training, and by the day of the race she was in splendid condition, and I felt confident of winning, although another horse in our stable named *Nunquam Domino* was the favourite. He was a splendid chestnut, standing about sixteen hands high, while my mare was a little thing, but as graceful as an antelope, and full of fire and go. Needless to say, when the flag fell she sprang away like a shot from a gun, and made the running, but when about half-way the favourite got into his stride and commenced to catch me up. Seeing this, I eased my mare a little, and let him get closer until we got within a few yards of the post, when he was right alongside of me. Then I let her go, and won cleverly by half a length.

We received much cheering, as it was the closest and prettiest race of the day. But the owner of the second horse was not satisfied. He wanted to make a match between the two, to be run off the following day, providing the jockeys changed horses, and at last (strongly against my wishes and advice) the owner of *Minnie* consented.

I told him I was certain to win, but he laughed incredulously, and, to please me, promised *not* to back the mare. Well, we went to the start, and finding my horse a bit sluggish, I warmed him up a little to put some life in him, so that when the flag fell he bounded away in good style, but *Minnie*, not being accustomed to her new jockey, did not spring away as I had taught her, consequently I was leading about a length and a half for about two thirds of the distance (half a mile straight), but as we neared the winning-post, my big lumbering brute began to tire (it's true I had ridden him hard all the way) and *Minnie* was gradually coming to the front, but when her head was level with my knee I leaned towards her, and said sufficiently loud for her to hear me, "*Whoa, lass!*" The result was both magical and comical, for the mare struck her toes into the ground and stopped dead still, while her jockey made a very graceful semicircle in the air, and landed flat on his back on the soft turf, leaving me to walk in an easy winner.

The excitement, applause, and laughter at the unexpected result can be better imagined than described.

THE MUNICIPAL AFFAIRS OF HONGKONG.

[*Singapore Free Press*, August 27th.]

We are glad to see that there is a disposition in Hongkong, visible in recent press utterances, to drop all vague head-in-air schemes of so-called reform and to come to the practical business of the moment. That, as far as Hongkong goes just now, is public sanitation in all its aspects. The history of the plague shows that Hongkong had at last dropped into the condition of being a suitable nidus and environment for filth epidemic. That it should have become so is in itself the charge and the verdict. It proves that it is not to officials whose stay in Hongkong may be the temporary accident or incident of a Colonial service career that the place can look for anything better than a mere tepid interest in the welfare of the Colony. Most people in the place of the officials, with their routine-bound ideas and horizon, would be no better than they are. It is to the men who represent the more permanent interests in the place, those who make it their homes for the full space of a commercial or professional career, those who in their persons and families have sharper reasons for the welfare and amenities of the place in which they dwell for many years, that the public must look if they want their interests really understood and protected. Perhaps the best thing that ever happened for Hongkong was the emasculation of the Sanitary Board for that fact, plus the evidence of the plague, provides the motive force for the coming demand which is to equip Hongkong with that municipal machinery which will enable local needs to be handled by local intelligence and experience. The *China Mail* has a recent article exhibiting strongly the inconsistencies of Mr. Chamberlain, the great champion of municipal administration, and of Mr. Chamberlain, the Secretary of State for the Colonies, and the backer of Hongkong municipal aspirations. A letter to the *Hongkong Telegraph*, in plain terms, indicates the evil and suggests a remedy in these words:—

It is sad to think that your protests, your public meetings, your earnest prayers to the home authorities never are heard of and never see the light of day. An underling at the Colonial Office deals with the questions remitted by Colonial Governors, and the letters, petitions, and despatches addressed to the Secretary of State for the Colonies are leisurely dealt with by some young and inexperienced man, often under 30 years of age. Moreover, it often happens that the burning questions in the Colony have to await consideration to suit the convenience of a Government clerk! Therein lies the crux of the whole matter. The fact is the Crown Colonies, and especially such important places as Ceylon, Hongkong, and Singapore, must have the means of giving voice to the imperative requirements through other channels. Let them secure the hearty co-operation of one member of the House of Commons and get a pertinent question asked occasionally in the House. That would cause a much greater flutter in official circles and do more good than any amount of letters and memorials addressed to the overburdened Secretary of State for the Colonies. Such a question as the following would do a great deal of good at the present moment:—"Will the Secretary of State for the Colonies intimate what is being done to stamp out the plague in Hongkong, to prevent its recurrence in the near future, and on whose shoulders does the responsibility of the insanitary state of the Colony rest?" The first thing to be done is to fix the responsibility on the proper party and not allow the Government to recede within their lair and defy interference with their so-called "system."

The letter quoted to by our Straits contemporary was addressed to us by our London correspondent.

THE "COSTA RICA PACKET" CASE.

BRUTAL TREATMENT OF A BRITISH CAPTAIN BY DUTCH OFFICIALS.

The Orient Royal Mail steamer *Orizaba*, from Australia, which entered the Thames the other day, brought to London, among her passengers, a gentleman who has suffered severely from the slings and arrows of outrageous fortune during recent years, and whose case is now being considered by an European arbitration tribunal nominated at the joint instance of the British and Dutch Governments. The gentleman is Captain John Bolton Carpenter, British master mariner, who has been capturing whales in the seas surrounding Australia for some 20 years past. All went well with him as an expert whaler until July 15th, 1891, when he sailed out of the harbour at Sydney and started on an ill-fated cruise that, in its strange and eventful history, eclipses anything to be found in the imaginative passages of Captain Marryat or Mr. Clark Russell. On this occasion Captain Carpenter was in command of a well-equipped barque called the *Costa Rica Packet*, the property of a syndicate of enterprising Sydney merchants. On the 1st of November the barque visited the island of Ternate, in order to secure a supply of fresh provisions, and there the curtain ascended on the first act of the singular drama. Ternate is an island in the Moluccas Passage, and belongs to the Netherlands-India Government, whose authority is asserted and upheld there by an official called the Government Resident. It was this latter gold-laced functionary who was the prime mover in the discreditable business, and who, by his ignorant and intolerant zeal, has involved the Government of the Hague in a sorry mess. No sooner had the *Costa Rica Packet* arrived at Ternate than the Resident sent for Captain Carpenter, and summarily placed him under arrest, without assigning any reason for this arbitrary action. The captain naturally protested with all his voice and energy against such tyrannical treatment, but he might just as well have held his tongue, for all his protestations availed him nothing. Not even his handsome offer to enter into a bond for 100,000 guilders—£8,000 British money—that he would return at the end of the whaling cruise and answer any charges that might be preferred against him, was listened to by the Resident. The suggestion was curtly declined on the astounding plea that "there is no such thing as bail in Dutch countries." Captain Carpenter pointed out the serious consequences of detaining a whaling captain in prison at the height of the season. But all remonstrances were useless, and, as the captain was being transferred from the presence of the Resident to a cell in the common gaol, he told the gold-laced gentleman that he would hold the Dutch Government responsible for all losses to himself, the owners, and the crew of the *Costa Rica Packet*, that would result from the illegal and unwarrantable proceedings of which he was the victim.

Towards midnight of the fourth day of his imprisonment at Ternate, the gaoler entered Captain Carpenter's cell and informed him that he must start immediately for Macassar. Taken in custody on board a Dutch steamer, the captain was disgusted and indignant to find that no provision whatever was made for his proper and comfortable travelling. He was thrown among the lowest class of passengers, expected to sleep on deck among the coolies without shelter or bedding, and to support life on rice and salt fish. It is true he succeeded in securing an amelioration of these hard conditions, but on that score no thanks are due to the representative of the Dutch Government, who obviously intended that the captain should be subjected to the most abominable indignities on the voyage, which lasted ten days. On arrival at Macassar, the captain was taken ashore and lodged in the ordinary criminal gaol, where he occupied a cell which was intended "for condemned Europeans," such being the inscription over the door. For the sake of companionship and sympathy, Captain Carpenter would have been very glad to have had another "condemned European" in this cell with him, but that comfort and consolation were denied him. The inscription over the door did not correspond with the state of things within, for, when the captain entered this horrible dungeon, he found it in the occupation of a sick Malay prisoner, with whom he was compelled to associate, under the most repulsive and insanitary conditions, for the next twelve days. Those who would get a good idea of the appalling state of these remote foreign prisons should read the evidence in full of Captain Carpenter before the Select Committee of Inquiry appointed by the Legislative Council at Sydney. Not to linger on ghastly and repellent details, let us proceed with the narrative. On the sixth day of his imprisonment at Macassar, Captain Carpenter was officially informed for the first time of the charge that was to be preferred against him. It seems that three years previously, while sailing in these waters, he had come across a derelict prow, half-sunk and waterlogged, at a distance of 32 miles from the nearest point of land. He sent some of his men to examine the prow, and they returned with a couple of cases of brandy and a tin of kerosine oil which they had found on the abandoned craft. Captain Carpenter not only entered the circumstance in his log, but reported it to the Dutch authorities at Batjan three weeks afterwards. And this paltry incident was resuscitated after the lapse of three years, and actually magnified into a charge of piracy against Captain Carpenter. After being brought five times before the magistrate at Macassar, who sat in private and heard no witnesses, the captain was formally committed for trial, but the trial never took place. What happened is best told in the captain's own words:—

"On the sixth day after I was committed for trial, the Sheriff of Macassar came to the door of my cell and told me to get my traps ready. I got them ready; and he then conducted me to the front door of the prison, where he told me I was free to go, the information being conveyed to me in the Malay word 'piggie,' which is equivalent to our 'clear out.' From this point my existence was practically ignored by the local authorities, and I was left, after the hard treatment to which I had been subjected, to find my way back to my ship 1,000 miles away, as best I could."

This extraordinary incident and its attendant aggravating circumstances naturally excited the utmost astonishment and indignation in the Australian Colonies, and the astonishment and indignation were not lessened when it was found that the British Foreign Office was in no particular hurry to call the Dutch Government to account. The Earl of Jersey, who was Governor at Sydney when Captain Carpenter set out on his luckless cruise, brought the matter before the House of Lords, and Mr. J. F. Hogan, M.P., as a vigilant Australian representative, made persistent inquiries on the subject in the House of Commons. Eventually Lord Rosebery, a Foreign Minister, declared that "there was not even a case of reasonable suspicion" against the captain, and suggested that the Dutch Government should compensate him to the extent of £2,500. This the Government of the Hague was very willing to do in order to get rid of the whole ugly business as cheaply and quickly as possible, but they were not to be allowed to escape so easily. The claims made, and endorsed by the Select Committee of the Sydney Legislative Council, are £10,000 for Captain Carpenter, £10,000 for the owners of the *Costa Rica Packet*, and £5,000 for the subordinate officers and crew. They are not unreasonable, seeing that the cruise was brought to an abrupt termination by the arbitrary arrest and prolonged imprisonment of the captain. One regrettable circumstance in connection with the affair is that it has led no small section of the colonial public to doubt whether there is a deep-seated and genuine Imperial sentiment in the British Isles. The reluctance and hesitation of the Foreign Office to demand reparation and compensation from the Government of the Hague certainly lent some colour to the suspicion. If Captain Carpenter had been subjected to the injustice, the cruelties, and the indignities just described while navigating the seas around the British Isles, there would have been a tremendous outcry in our midst. But, if the British Empire is a fact and not a fiction, a reality and not a sham, an outrage committed on one of its subjects in the remotest corner of the globe demands reparation and redress as strongly and as promptly as a similar outrage perpetrated within 50 miles of London. That is the moral of the curious case of Captain Carpenter, and the lesson that apparently some of our statesmen have yet to learn.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

WANTED: COMPENSATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I notice a great deal is just now being written about the depreciation of silver and that Li Hung-chang says the silver shoe (which is ever shrinking) pinches China rather badly, hence his desire to induce the Powers to raise the import duties to 10 per cent. Well and good so far; but what chiefly interests the employés of the Chinese Government is the question—Assuming the import duties are doubled, as proposed, will the Chinese Government bear in mind the consideration and magnanimity of the Great Powers and see to it that the foreigners in their Service are compensated for the losses experienced by them through the very shrinkage in the value of silver of which their doughty spokesman has said so much to irrepressible interviewers in the Great West? Do you think compensation will be forthcoming?

Yours, etc.,

FAN YANG.

Canton, 1st September, 1896.

[We see no reason why the Chinese Government should refuse to take the question of compensation into consideration at the proper time. The matter must be brought forward through the proper channels in Peking, and should not be prematurely discussed in the newspapers. There's a time for everything, and the proper time for raising this question seems to be a long way off.—Ed., *H.K. Telegraph*.]

THE FINANCIAL QUESTION.

IMPORTANT DECLARATION BY THE BANKERS' ASSOCIATION.

The members of the California Bankers' Association, irrespective of party, representing most of the Commercial Banks and Savings Banks of this State, considering it their solemn and patriotic duty to do so, have addressed an earnest appeal to their fellow citizens. It reads as follows:—

Many questionable doctrines have been embodied in the Chicago platform. The most dangerous of all, because for the moment the most prominent, is "Free coinage of silver at the ratio of sixteen to one, without awaiting similar action by any other Government."

Our monetary standard is nothing but a measure of values. Upon its stability depend growth and prosperity. It must be recognized as the very best—abroad as well as at home—if our active commercial intercourse with the leading nations of the world is to continue and develop.

The gold standard does not restrict us to the use of gold. Our country, like every other gold standard country, uses vast amounts of silver concurrently with gold.

There is no shortage of gold; its production is steadily increasing. *When confidence prevails*, there is no lack of gold for currency or any other purposes.

Perfected methods will still further reduce the amount of coin actually required to settle the world's enormous business. Even nowadays, only a trifling percentage of all payments is made in coin; the balance is adjusted by cheques, bills of exchange and other credit instruments.

The gold standard is not responsible for the prevailing depression. Return of prosperity is checked by widespread distrust, due to the fear that our people may abandon the standard which every prominent commercial nation has now adopted, or is about to adopt.

Before this distrust prevailed, our gold standard gave us stability and activity, encouraged development, and created confidence, in consequence of which debtors were unmolested.

Silver coinage at the ratio of sixteen to one means: When coined, sixteen pounds of fine silver shall have the same legal tender value as one pound of fine gold.

In the markets of the world to-day gold has about double that value.

Should this country alone attempt free coinage of silver at the ratio of sixteen to one, it would thereby give notice that we are ready to exchange for all comers a quantity of gold which is valued at one dollar in every civilized country, for a quantity of silver which represents in the markets of the world about fifty cents.

In a very short time all our gold would disappear; it would be hoarded to await a premium, or shipped to countries where it is more appreciated. Only silver would remain our circulating medium; we would be on a silver basis. Our standard would be a dollar, worth little more than fifty cents in every country but our own.

All values would quickly adjust themselves to this depreciated dollar, and would fluctuate with its changing value in international exchange.

Capital would be driven away. Credit, which enters so largely into the development of our country's unbounded resources, would be paralyzed. Everything would be upset; uncertainty would reign. Enterprise would be crippled. Employment would become scarcer. Wages would decline. Our labouring classes would be reduced to the level of wage earners in other silver standard countries, such as Mexico, Central and South America, and India!

Growers might sell wheat, wool, fruit, etc., at nominally better prices, *in depreciated dollars*; but in turn they, like everybody else, would have to pay proportionately more for whatever they required.

It would mean payment of debts, both public and private, in an inferior kind of money from that which was borrowed. It would mean, to that extent, repudiation! There being no different code of morals for the nation than for the individual, the result would be everlasting disgrace!

If our people grasp the significance and logical consequence of the silver movement, they will record their emphatic and overwhelming protest against it. They owe it to themselves to remove every doubt about the absolute honesty and sincerity of their intentions.

Convinced of the righteousness of our cause, and earnestly wishing to promote the general welfare, we unhesitatingly express our decided opinion that:

Every vote against "Free Coinage of Silver at the ratio of sixteen to one, without awaiting similar action by any other government," is a vote for the return of confidence; for the return of prosperity; for the benefit of all classes; for the protection of your families and homes; and, above all, for the preservation of your own and your country's honour!

BORNEAN V. INDIAN COAL.

A correspondent calls attention in *Indian Engineering* to the keen competition Indian coal is sure to meet from Sadong and Labuan coal in the Straits Settlements. In proof, he gives the results of certain analyses furnished to the Indian Mining Association, by Messrs. Kilburn & Co., and Messrs. Turner, Morrison & Co. The correspondent thus continues:—

It appears from the report submitted by the Geological Department, who made the analyses, that each sample was tested four times, and the average of the four tests then taken. The first on the list is coal from Sadong. The average of the four tests gives as follow:—Volatiles, 42·037. Fixed carbon, 56·275. Ash 1·688. The coal does not coke.

The next test was made with coal from the Island of Labuan.

The average of the four tests gives:—Volatiles, 42·337. Fixed carbon, 54·975. Ash, 2·688. The coal does not coke.

Muara coal gave:—Volatiles, 47.538. Fixed carbon, 50,787, Ash, 1,675.

It will be seen from the above analyses that the Borneo coal is as good as any Bengal can supply. It is true that the fixed carbon is not so high as what is met with in some samples of coal from the Barakar group; on the other hand the small percentage of ash is a remarkable feature about this coal. The imports into Singapore were as follows:—In 1890, 344 tons of Labuan coal and 5,187 tons of Sarawak. In 1894, the import of Labuan coal had increased from 344 tons to 10,196 tons, and the imports of Sarawak coal had increased from 5,187 to 12,726 tons. In four years the imports of Labuan coal had been trebled and Sarawak doubled. If the imports increase at this rate, it is very evident that the Straits will be perfectly independent of the Indian mineral. Labuan coal was landed at Singapore for $7.50 *ex* wharf and $6.50 *ex* ship; while Muara and Sadong coal were landed *ex* wharf at $6.50 and $7.00 respectively. These figures show how difficult it will be for Indian coal to compete against the local coal, especially when greater facilities are given to this coal by which it can be landed in Singapore at a still cheaper cost.

LEGAL INTELLIGENCE.

SUPREME COURT.

SUMMARY JURISDICTION.

(Before Mr. T. Sercombe Smith, Acting Puisne Judge, and a Special Jury.)

September 3rd.

ANOTHER SANITARY BOARD CASE.

This was a claim for $800 damages caused by the illegal acts of persons employed by the Sanitary Board, of which the Hon. F. A. Cooper is President, Dr. P. B. C. Ayres, C.M.G., Vice-President, Dr. F. H. Clark, Medical Officer, Mr. Hugh McCallum the Secretary, and Capt. H. B. Lethbridge an official member and Mr. N. J. Ede the only unofficial member. Mr. J. Hastings (of Mr. Victor H. Deacon's office) appeared for the plaintiffs, the Man Yik Tong firm, and Mr. A. B Johnson (Crown Solicitor) was for the Sanitary Board.

The Special Jury drawn to try the case consisted of Messrs. C. J. Gröte, T. L. Rose and Paul Jordan.

The major portion of the day was taken up with the plaintiffs' evidence which, briefly stated, set forth that cocklofts had been torn down and goods damaged by the Whitewash Brigade.

Case proceeding.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*Belgic*) 5th inst.
English (*Rohilla*) 6th inst.
Indian (*Kangra*) 8th inst.
Tacoma (*Victoria*) 11th inst.
American (*Peru*) 12th inst.
Canadian (*Empress of Japan*) 16th inst.
American (*Coptic*) 23rd inst.

* * *

THE P. & O. S. N. Co.'s steamer *Malacca* left Bombay for this port yesterday afternoon.

* * *

THE Canadian Pacific Railway Co.'s steamship *Empress of China* arrived at Vancouver yesterday.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of India*, from Hongkong, arrived at Amoy at 8 a.m. to-day, and left at 3 p.m. for Shanghai.

* * *

THE P. M. S. S. Co.'s steamer *Peru*, with mails, etc., from San Francisco to the 17th ult., has arrived at Yokohama, and will leave for this port, *via* Nagasaki, to-morrow morning.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Independent	steamer	from	Chefoo.
Nanshan	"	"	Moji.
Kiemun	"	"	Singapore.
Medusa	"	"	Kobe.
Formosa	"	"	Foochow.
Frigga	"	"	Kobe.
Whampoa	"	"	Australia.

Aggregating 9,693 tons register.

DEPARTURES.

China	steamer,	for	America.
Progress	"	"	Touron.
Donar	"	"	Singapore.
Ellen Richmers	"	"	Singapore.
Irene	"	"	Yokohama.
Yuensang	"	"	Manila.
Triumph	"	"	Hoihow.

Aggregating 11,125 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Picciola	in	Kowloon	Dock.
Klang Tung	"	"	"
Actto	"	"	"
Ortani	"	"	"
Josephus	"	"	"
Pasig	"	"	"
Phra Chom Klao	"	"	"
Memnon	"	Cosmopolitan	"
John Batsley	"	"	"

PASSED THE CANAL.

OUTWARD—4th August—*Breconshire, Queen Olga, Idzumi Maru*. 14th August—*Caledonian, Malacca, Palamed, Ettrickdale, Oak Branch, Radley*. 21st August—*Ceylon*. 24th August—*Oanfa*. 25th August—*Sarpedon*. 1st September—*Prinz Heinrich, Hertha, Howick Hall*.

HOMEWARD—28th August—*Padding, Palawan*. 1st September—*Ernest Simon, Teucer*.

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Auction.

GOVERNMENT NOTIFICATION.

No. 333.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 7th day of September, 1896, at 4 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 22nd August, 1896. [1367

Particulars and Conditions of the letting by *Public Auction Sale, to be held on Monday*, the 7th day of September, 1896, at 4 P.M., by Order of His Excellency the Governor, of Nine Lots of CROWN LAND, at Tai Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rt.	Upset price.
			ft.	ft.	ft.	ft.		$	$
	Kowloon Inland Lots.	Tai Kok Tsui,							
1	No. 723.	Kowloon	50	50	15	15	750	7	120
2	" 724.	"	50	50	15	15	750	6	90
3	" 725.	"	50	50	24.0 / 16.3	7	1,173	9	140
4	" 726.	"	50	50	15	15	750	6	90
5	" 727.	"	50	50	15	15	750	7	120
6	" 728.	"	36	36	15	15	540	4	65
7	" 729.	"	36	36	15	15	540	4	65
8	" 730.	"	36	36	15	15	540	4	65
9	" 731.	"	36	36	15	15	540	4	65

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Hongkong, 28th August, 1895. [52

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Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 6th July, 1896. '44

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Hongkong, 29th August, 1896. [1335

Shipping.

STEAMERS.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENLARIG,"

Captain Wallace, will be despatched as above on or about TUESDAY, the 8th September.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 24th August, 1896. [1328

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"

Captain Hannah, will be despatched as above on THURSDAY, the 10th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th August, 1896. [1350

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE,"

Captain Ellis, will be despatched for the above Ports on THURSDAY, the 10th instant, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd September, 1896. [1379

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA

PROPOSED SAILINGS.
(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Germania*.....	To JAVA.....	Sept.
S.S. *Castlus*.....	To JAVA.....	October.
S.S. *Federation* ...	To JAVA.....	Nov.
S.S. *Castlus*.....	To JAPAN ...	Sept.
S.S. *Federation* ...	To JAPAN ...	October.
S.S. *Germania*.....	To JAPAN ...	Nov.

General Agents for China & Japan,
LAUTS, WEGENER & Co.
Hongkong, 22nd August, 1896. [1347

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHWANG.

THE Company's Steamship

"HANGCHOW,"

Captain Bennett, will be despatched as above TO-MORROW, the 4th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd September, 1896. [1381

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship

"MEDUSA,"

Captain Wallusching, will be despatched as above TO-MORROW, the 4th September.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.
Hongkong, 28th August, 1896. [1241

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"

Captain Reese, will be despatched on SATURDAY, the 5th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd September, 1896. [1361

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENMOHR,"

Captain Le Boutillier, will be despatched as above on or about SATURDAY, the 5th Sept.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 24th August, 1896. [1337

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"MOGUL,"

Captain Wright, will be despatched as above on or about SATURDAY, the 5th September.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th August, 1896. [1366

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on MONDAY, the 7th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 31st August, 1896. [1371

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Galsworthy, will be despatched as above on TUESDAY, the 8th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st September, 1896. [1372

"SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY AND MELBOURNE.

(Taking through Cargo to QUEENSLAND PORTS, ADELAIDE and NEW ZEALAND.)

THE Steamship

"MERIONETHSHIRE,"

Captain Davies, will be despatched for the above Ports on or about the 17th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents
Hongkong, 2nd September, 1896. [1058

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 5th August, 1896. [1056

FOR BALTIMORE.

THE 3/3 L. I. I. American Ship

"ISAAC REED,"

Captain F. D. Waldo, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 5th August, 1896. [1055

FOR NEW YORK.

THE 300 A1 American Ship

"PAUL REVERE,"

Mullin, Master, shortly expected from SHANGHAI, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 24th July, 1896. [1176

FOR NEW YORK.

THE 3/3 A 1 I American Ship

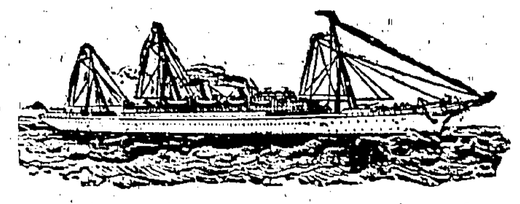
"SAINT MARK,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 28th August, 1896. [1111

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 30th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 2nd September, 1896. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Saturday, 12th Sept., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 30th Sept., at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 17th Oct., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 12th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency at the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 25th August, 1896. [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [42

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 22nd Sept., at Noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)	Thursday, 8th Oct., at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 27th Oct., at Noon.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 22nd September, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M.; same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

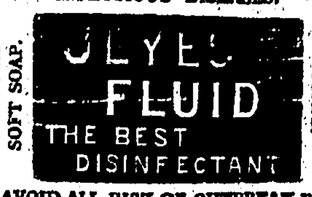
For further information as to Passage and Freight, apply to the *Agency of the Company*, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 3rd September, 1896. [2

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.



DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 6th March, 1896. [9

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"ROSETTA,"

Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 10th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Shannon*, leaving that Port on the 3rd Oct. for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 27th August, 1896. [431

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW-YORK $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma	2,549	Sunday	Sept. 13.
Victoria	3,167	Monday ...	Sept. 21.
Olympia	3,608	Friday	Oct. 9.
Braemar	3,601	Tuesday ...	Oct. 27.
Tacoma	2,549	Friday	Nov. 13.

THE Steamship

"TACOMA,"

Captain Whistler, R.N.R., sailing at Daylight, on SUNDAY, the 13th September, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), *viâ* AMOY, FOOCHOW, SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 29th August, 1896. 4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern	Tuesday...	15th Sept.
Prinz Heinrich ...	Tuesday...	13th Oct.
Preussen	Tuesday...	10th Nov.
Sachsen	Tuesday...	8th Dec.
Bayern	Tuesday...	5th Jan.
Prinz Heinrich ...	Tuesday...	2nd Feb.
Preussen	Tuesday ...	2nd March.

ON TUESDAY, the 15th day of September, 1896, at 9 A.M., the Company's Steamship "BAYERN," Captain B. Vlanke, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 12th Sept. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 14th Sept., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 14th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than $2 50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 18th August, 1896. [1301

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